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1748



Chicago Park District
Timothy J. Mitchell
Superintendent

EPA Region 5 Records Ctr.



356283



City of Chicago
Richard M. Daley
Mayor

September 21, 2009

Lisa Jackson
Environmental Protection Agency
Ariel Rios Building
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

EX-105-11-111

2009 SEP 23 AM 7:05

RFCE 11

Re: DuSable Park

Dear Ms. Jackson,

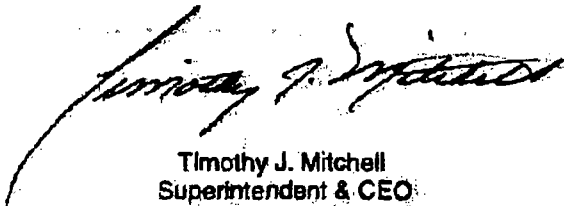
We are writing you to solicit support for an important project in Chicago, the future DuSable Park located at the Chicago River and the City's Lakefront (program attached). DuSable Park has been designated by the United State Environmental Protection Agency ("USEPA") as an area with known thorium contamination. The source of the contamination at DuSable Park, and in other areas of the adjoining Streeterville neighborhood, is believed to be from the long ago operation of Lindsay Light Company. Kerr McGee Chemical Corporation succeeded to Lindsay Light's liabilities, and until recently, was cooperating on disposal of impacted soils in anticipation of development. However, Tronox, LLC, Kerr McGee's successor, recently filed for reorganization under Chapter 11 of the bankruptcy code, leaving further investigation and clean up of the park site in limbo. In conjunction with development of an adjacent property, we are cooperating with the developer to improve this former industrial parcel pursuant to a Planned Development Ordinance.

The Program for DuSable (attached) includes environmental clean-up, repair of a compromised sea wall, continuation of the Lakefront Trail (pedestrian & bike route), underground utility improvements and completion of the Chicago Riverwalk (pedestrian path). The concept design is complete and construction documents can be ready in less than 60 days. Permits have been approved by the Army Corps of Engineers.

We believe that this project meets the ARRA stimulus criteria for shovel ready as it can be underway immediately with the appropriate funding. We are working closely with regulatory arm of USEPA Region 5 to insure all enforceable measures are in good standing.

The project will make significant contributions to health and safety by preserving water quality with an improved sea wall and improving air and land quality by removing contaminants. As an amenity, the location is at the heart of pedestrian and tourism activity, in fact DuSable Park is the only intersection of the Lakefront Trail and the Chicago Riverwalk, and is immediately west of Navy Pier.

There are many other reasons for doing the project, which are detailed in the attached program. We would like to meet with you to discuss this when your schedule permits.



Timothy J. Mitchell
Superintendent & CEO
Chicago Park District



Sadhu Johnston
Chief Environmental Officer
City of Chicago

Enclosure

cc: Bharat Mathur
US EPA Region 5
77 W. Jackson Blvd.
Chicago, IL 60604

Senator Richard Durbin
230 S Dearborn St.
Suite 3892
Chicago, IL 60604

DuSable Peninsula Improvement Program

May 8, 2009



Chicago Park District
Timothy J. Mitchell
Superintendent



City of Chicago
Richard M. Daley
Mayor

DUSABLE PENINSULA IMPROVEMENT PROGRAM

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DUSABLE PENINSULA IMPROVEMENT PROGRAM

EXECUTIVE SUMMARY

The DuSable Peninsula is a candidate for stimulus money and has the requisite important hallmarks in multiple categories; job creation, infrastructure investment, reconstruction and rehabilitation of assets and Brownfields projects authorized by CERCLA.

Shovel Ready

The strong private-public partnership between the City of Chicago, the Chicago Park District and Shelbourne Development ('SDG') has resulted in an important plan to improve the DuSable Peninsula. The plan encompasses: DuSable Peninsula environmental remediation; river-wall/revetment installation; a permanent electricity source to the Lake Shore Drive Bridge House; an extensive sewer run replacement; completion of utilities serving the peninsula and Lake Shore Drive; temporary and permanent pedestrian connections to the peninsula and the elevated Lake Front Trail Bike Path (with connection across Ogden Slip.)

SDG, working with City of Chicago and Chicago Park District, has already completed the design and planning, bidding and preparation work as well as permit work with the U.S. Army Corps of Engineers ('ACOE') and is in a position to begin immediately. Planned Development Number 368, as Amended May 5, 2007, sets out the requirements, obligations and conditions for the infrastructure scope described. This project is "shovel ready".

DuSable History

The area now known as the DuSable Peninsula was created in the mid-19th century as a result of shoreline sedimentation after the development of the Chicago River extension. Natural sedimentation and dredging in the 1800s resulted in the site slowly emerging from the waterway. Around 1893, the Chicago Dock and Canal Trust dug the Michigan Canal to allow boats access to railroad facilities at North Pier. The ACOE reportedly further filled in the area at that time. The site had been utilized as storage yards since the late 1880s to about 1970. Industrial activity on DuSable ceased in approximately 1970 (see cover photo) and the then-existing buildings were demolished in the late 1970s or early 1980s. From 1983 until recently, the DuSable Peninsula remained vacant and undeveloped. Currently, DuSable Park is owned and maintained by the Chicago Park District.

Thorium-contaminated media and debris were identified at DuSable Park in the 1990s. US Environmental Protection Agency ('USEPA') identified Kerr-McGee Chemical Corporation ('Kerr-McGee') as a responsible party under CERCLA with respect to such contamination. Soil testing performed on-site identified thorium contamination, which was confirmed in June 2002 by ProSource Technologies, a

DUSABLE PENINSULA IMPROVEMENT PROGRAM

Kerr-McGee contractor. Kerr-McGee reportedly undertook some limited response actions, removing a quantity of thorium-impacted material. However, with USEPA knowledge, Kerr-McGee left at least 5 areas on DuSable Park with soil exceeding the cleanup objectives set for thorium contamination in the Streeterville area. These areas were not fenced and no signs notifying occupants of the presence of thorium contamination were present. No further activity was undertaken with respect to this known contamination.

In May 2007, SDG's contractor, STS AECOM ('STS'), first obtained an access permit from the Chicago Park District to perform certain investigation activities at DuSable Park. In September 2007, the Chicago Park District extended the permit to allow additional activities. Prior to commencement of construction activities, at the request, and under the direction of USEPA, STS cordoned off all areas of known, existing contamination (identified in 2001 and 2002 by Kerr-McGee) using chain-link fence and/or cement jersey barriers, along with U.S. EPA-approved signage. These areas have not been disturbed.

Under USEPA oversight and direction, STS excavated impacted material and placed it in appropriate containers. Tronox LLC, a successor to Kerr-McGee, removed the containers from the site and properly disposed of the impacted material. Currently, DuSable Park is fenced off with controlled access.

DuSable Environmental Clean up and Revetments Installation

The decontamination and revetment installation to contain DuSable are a priority. The revetments are beyond their useful life and are deteriorating. They provide a permanent barrier for lake water and prevent erosion. The current plans are designed to ACOE standards.

Sewer and Storm Water Run

The program includes decommissioning of the Metropolitan Water Reclamation District ('MWRD') access shaft to the deep tunnel site on the peninsula and constructing a new sewer system connecting to the next deep tunnel access shaft to the west on St. Clair. This improvement eliminates the discharge of storm water runoff to the MWRD and City Sewers for the entire peninsula.

Permanent Power to Lake Shore Drive Bridge House

The peninsula is located at the intersection of the Chicago River and Lake Michigan. The Lake Shore Drive Bridge House is the first bridge house after the locks and serves a high level of boating traffic.

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Lake Front Trail

The proposed Lake Front Trail is a multi-lane pedestrian and bike path that eliminates a substantial bottleneck at the mid-level Lake Shore Drive sidewalk, where bikers are now forced to dismount. The new construction would connect the existing Lake Shore Drive Bridge over the Chicago River to the bike path north of Ogden Slip thereby linking Grant Park / DuSable Harbor to the south and Navy Pier / Oak Street Beach to the north. The DuSable Peninsula section of the Lake Front Trail is the finalization of one of the lakefront's premier amenities.

Temporary Riverwalk connection around DuSable Peninsula

The Chicago riverwalk abruptly ends at the site of the proposed Chicago Spire, preventing access to the peninsula and Ogden Slip where the riverwalk resumes. The program will make that connection for the first time – creating a completely uninterrupted riverwalk from Michigan Avenue around the peninsula to the Ogden Slip terminus at McClurg Court.

Job Creation

The immediate commencement of work will have a dramatic and positive impact on job growth. The interim scopes of work will provide employment on the site from third quarter 2009 through fourth quarter 2010 and will create an estimated 350 jobs.

Conclusion

To date SDG has committed millions of dollars and together with the many resources of the City of Chicago and the Chicago Park District, all parties are eager to complete the project. This approach recognizes and responds to the pressing concerns of the USEPA, the City and Park District and various neighborhood associations. We believe it would be in the interests of all stakeholders to apply for Stimulus funds to continue work at the DuSable site.

This project will allow the Stimulus Package to achieve tangible, immediate results and will complete the Chicago Lakefront for residents and visitors.

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SECTION 1: ENVIRONMENTAL REMEDIATION

The following scope of work serves as an outline prepared by STS; however it still requires coordination from the USEPA to finalize the scope requirements.

Thorium Screening

Screening will be conducted on the five known areas of elevated thorium. Two weeks will be needed to complete areas 20' by 20' and three feet deep.

Remediation Management

In the event that material is encountered for which USEPA will require disposal, remediation management will be conducted as necessary. Impacted material will be contained in Baker boxes for removal and disposal off site.

The scope and estimated cost are based on the 5 known impacted areas on DuSable Park. The 5 known impacted areas are each 20' x 20' on the surface. The variables are the depth (3' or 6') and the percentage (50% or 75%) of impacted material. The actual costs may vary and the assumptions may not reflect the actual conditions at DuSable Park.

In addition to the 5 known impacted areas, the existing four mounds will need to be screened. See exhibit for locations of the same.

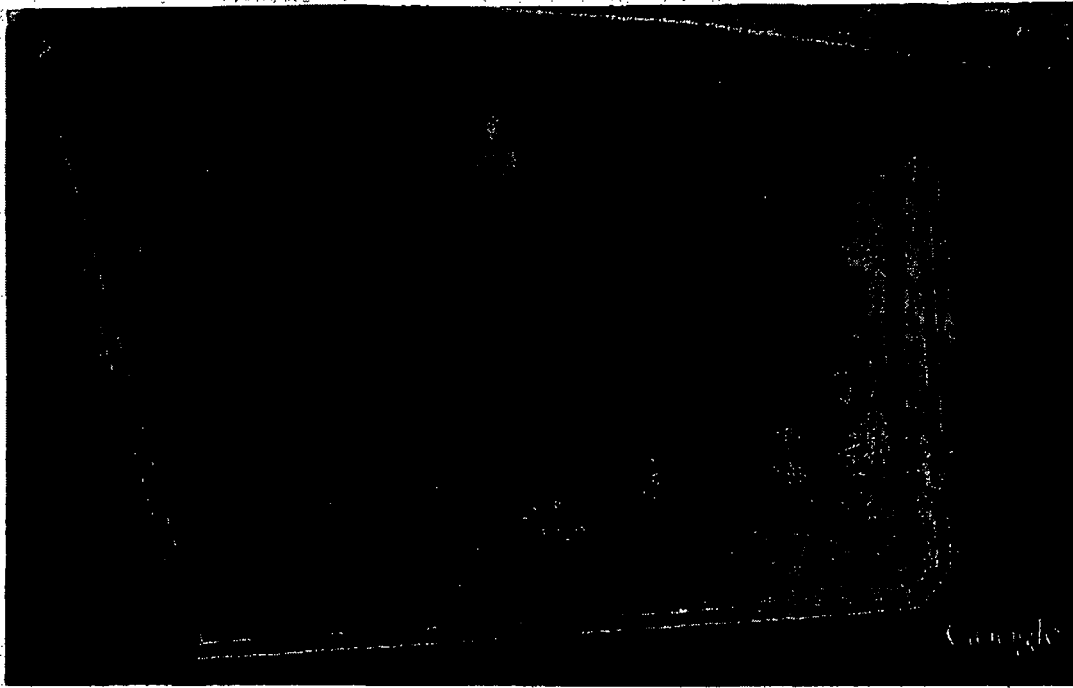
SECTION 1: ENVIRONMENTAL REMEDIATION (Continued)



DUSABLE PENINSULA IMPROVEMENT PROGRAM

SECTION 2: RIVER-WALL / REVETMENT INSTALLATION

DuSable Park is currently an undeveloped 3.24 acre parcel located east of Lake Shore Drive at the confluence of the Chicago River and Lake Michigan. The parcel is bound by the Chicago River on the south, the Ogden Slip on the north, the turning basin to the east and Lake Shore Drive on the west.



DuSable Park Aerial

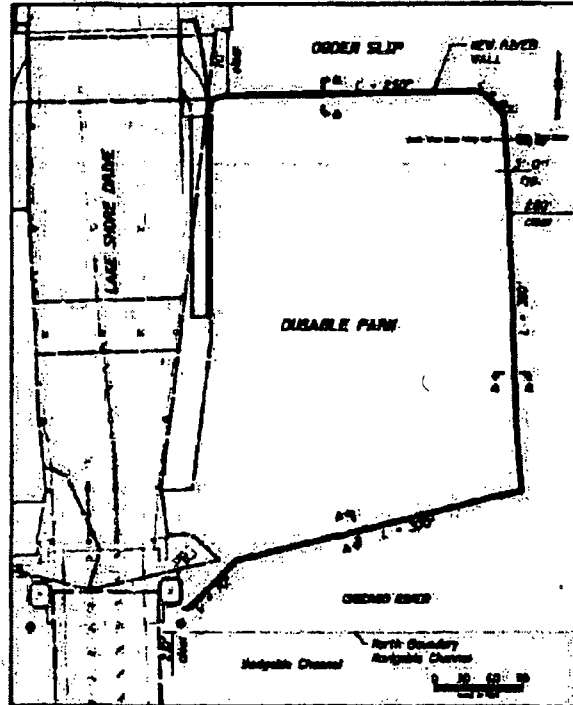
Geotechnical and underwater investigations reports have determined that the wall is in poor condition and in need of replacement.

Joint permit Application Permits for the installation of a new wall have been submitted to the ACOE, the Illinois Environmental Protection Agency ('IEPA') and the Illinois Department of Natural Resources ('IDNR'). The application has been approved by IEPA and IDNR and is currently awaiting approval from ACOE.

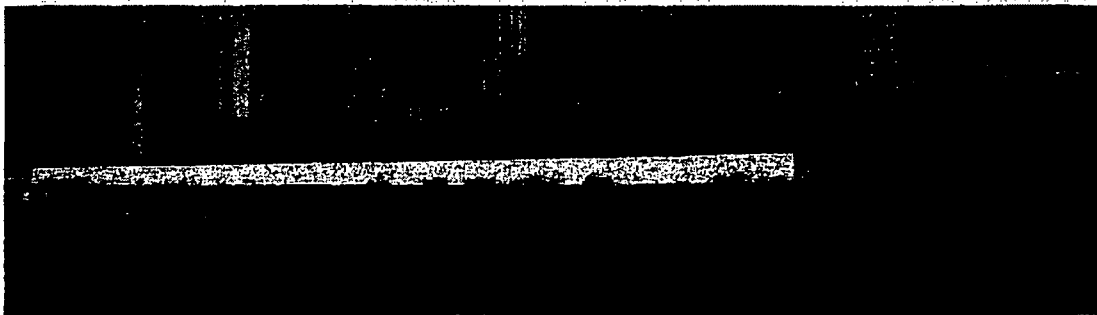
DUSABLE PENINSULA IMPROVEMENT PROGRAM

SECTION 2: RIVER-WALL / REVETMENT INSTALLATION (Continued)

The existing river wall bordering the waterways is proposed to be replaced with approximately 1100 feet of new steel PZ 27 sheet pile wall driven approximately 3 feet in front of the existing river wall. The sheet pile wall will receive a decorative concrete capping beam. Portions of the existing wall will be removed as necessary to facilitate installation of the new wall.



Plan View DuSable Park River Wall



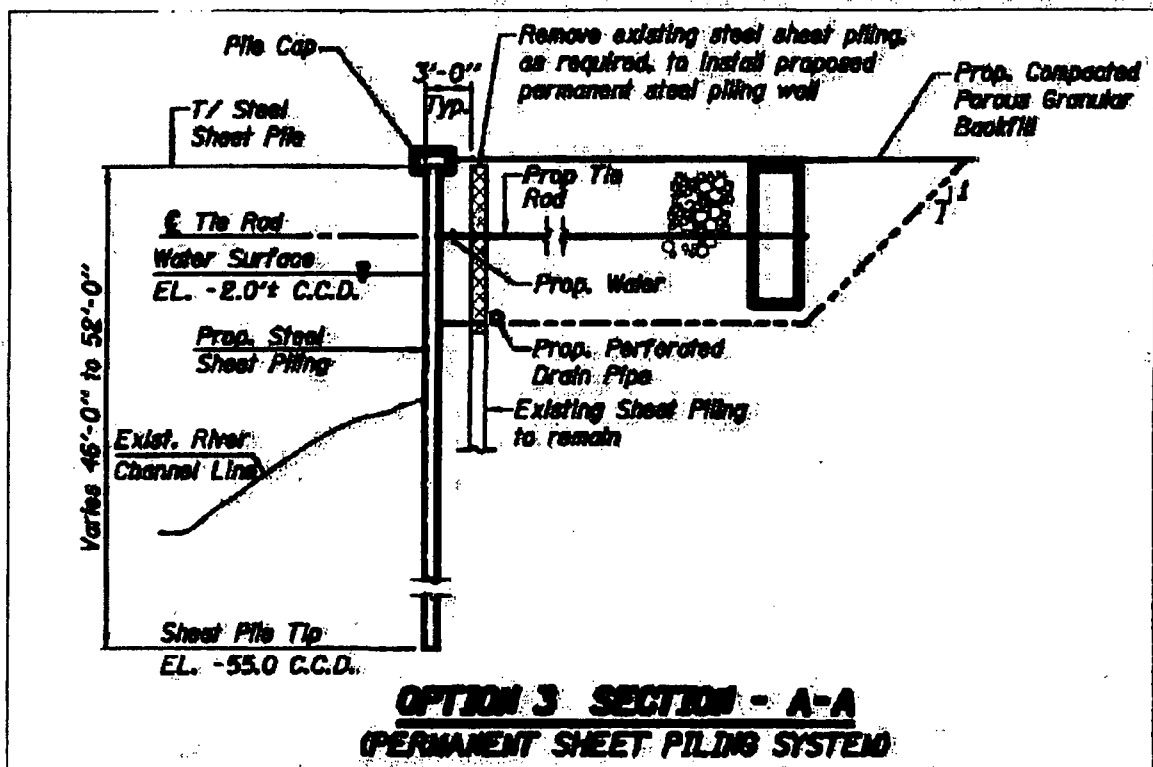
Looking West at the Existing DuSable Park River Wall

DUSABLE PENINSULA IMPROVEMENT PROGRAM

SECTION 2: RIVER-WALL / REVETMENT INSTALLATION (Continued)

The new wall support and anchorage system will be on the land side of the wall and consists of the following elements:

- H Piles with batter piles located 24 feet land side of the existing river wall at 5 foot centers with a steel rod tie backs system.
- Batter tension piles connected to the river wall at 6 foot centers.
- Concrete beam (deadman) set in 24 feet land side of the existing wall with steel tie rods to the grade beam.



Depicts Concrete Beam Option

The steel sheet pile river wall and anchorage system proposed are typical of river wall replacements along the Chicago River and are designed for a 50 year design life. The City of Chicago reviews and approves the structural design of new walls along the Chicago River within the City limits. The structural design will therefore be in accordance with the City of Chicago requirements and will require a Harbor Permit from the Chicago Department of Transportation.

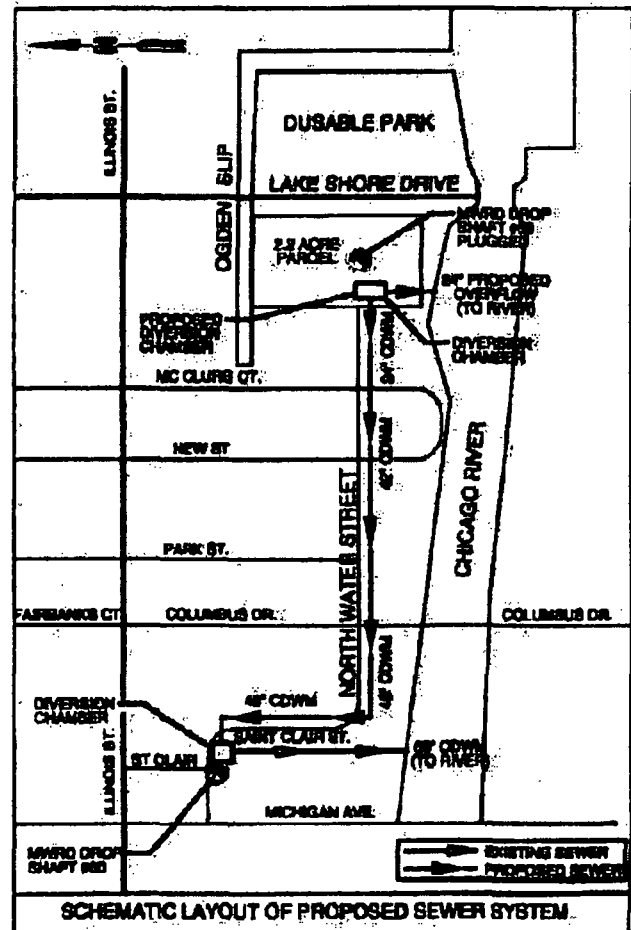
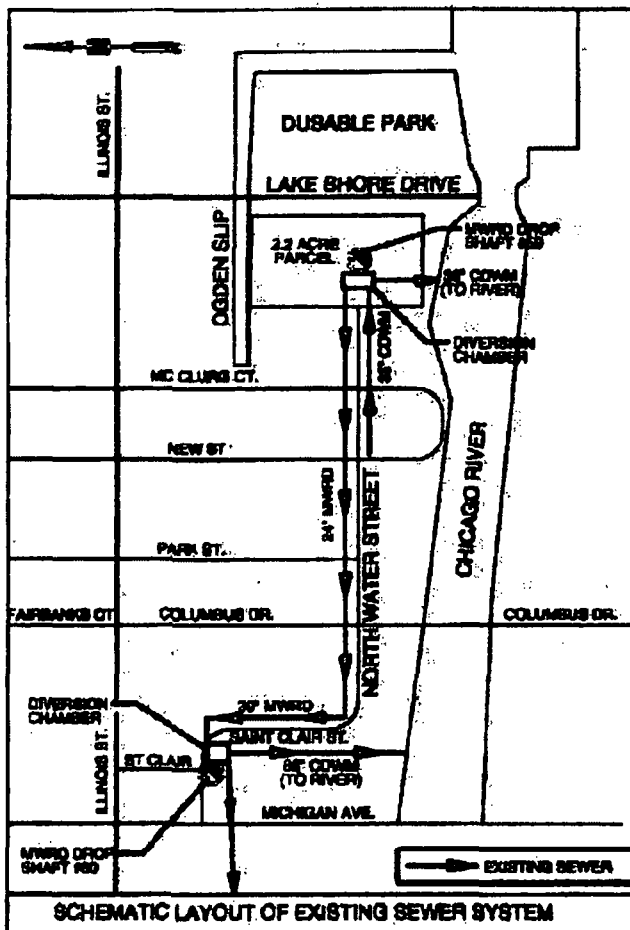
DUSABLE PENINSULA IMPROVEMENT PROGRAM

SECTION 3: SEWER and STORM WATER RETROFIT

The improvement replaces an aged sewer system within North Water Street west of DuSable Park and eliminates the discharge of storm water runoff from DuSable Park and Lake Shore Drive to the City's combined sewer system. This improvement decommissions the MWRD TARP systems Deep Tunnel Drop Shaft No. 59 located in vacated North Water Street.

Currently there are two major sewer systems located in North Water Street serving the DuSable Park area.

- The City of Chicago owns approximately 1,000 LF of 36 inch diameter brick sewer that is approximately 100 years old.
- The MWRD owns approximately 2,000 LF of 24 and 30 inch diameter sewer that was constructed in the 1930s.



DUSABLE PENINSULA IMPROVEMENT PROGRAM

SECTION 3: SEWER and STORM WATER RETROFIT (Continued)

The DuSable Park Plan proposes to eliminate the discharge of storm water from the park to the City's combined sewer system thus reducing flow to the sewage treatment plant. Reconstruction of the City sewer system in North Water Street, west of the park also eliminates the need for the adjacent segment of Lake Shore Drive to drain to the City's combined system. Storm water runoff from these properties is proposed to be either be infiltrated into the soils via various BMPs or discharged through BMPs to the Chicago River.

The North Water Street Sewer Improvement Project proposes to replace the dual sewer system with a single new concrete sewer approximately 2000 feet long. The new sewer will vary in size from a 24 inch diameter on the upstream (east) end to a 48 inch diameter at its connection to the MWRD interceptor sewer (west). The work includes pavement removal and replacement, trenching and sewer installation, new manholes, connection of existing building services and catch basins to new sewer, filling and abandoning existing sewers, and restoration of North Water Street disturbed by the sewer. All improvements are to meet the requirements of the Chicago Department of Water Management, MWRD and the Chicago Department of Transportation.

THE BENEFITS of THIS IMPROVEMENT

The existing aged dual City and MWRD sewers systems will be removed/abandoned and replaced with a single new concrete sewer from west of Lake Shore Drive to the intersection of St Clair Street and North water Street.

The new sewer has a significantly greater capacity than the existing North Water Street sewer system and is designed to carry the 50 year storm event.

The storm water runoff from DuSable Park, the adjacent segment of Lake Shore Drive, and the 2.2 acre parcel west of Lake Shore Drive will no longer contribute to combined system and will be directed through water quality BMPs to the Chicago River.

The installation of the new sewer eliminates the need for the MWRD Deep Tunnel Drop Shaft No. 59 located in vacated North Water Street. This drop shaft is proposed to be sealed at the base where the shaft intersects to the horizontal tunnel that connects the shaft to the main TARP Tunnel approximate 230 feet below the Chicago River.

The abandonment of the MWRD Drop Shaft eliminates potential conflict with potential future development of the 2.2 acre parcel west of Lake Shore Drive and the new sewer will continue to serve properties adjacent to North Water Street for numerous years to come.

Replace aged and partially disconnected sewer facilities serving the Park and to the Lake Shore Drive Bridge House with new system.

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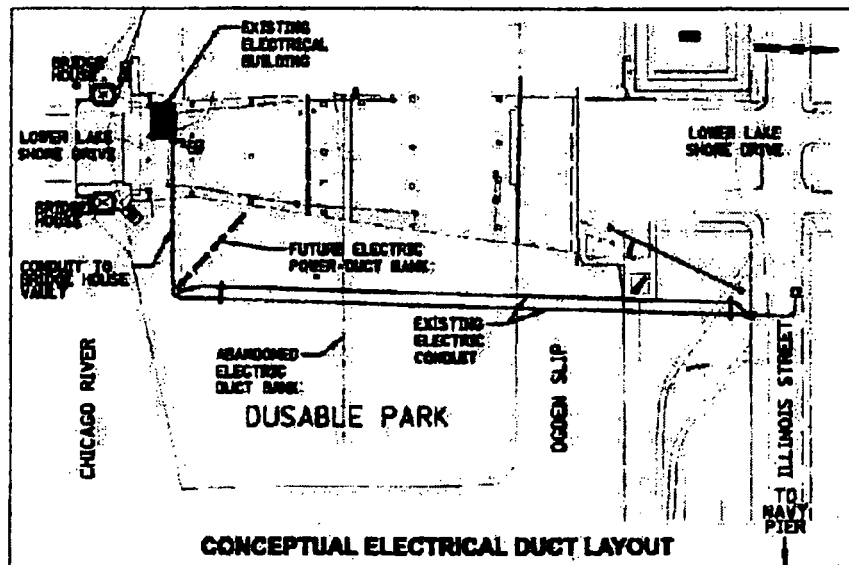
SECTION 4: PERMANENT ENERGISATION OF LSD BRIDGE HOUSE

The work includes installation of new electrical manholes, conduits and cabling from the Commonwealth Edison power source in Illinois Street to the electrical building at the Chicago River Bridge House. This installation would utilize existing directionally bored conduits that currently exist between Illinois Street (under the Ogden Slip) to DuSable Park.

1. Design and install conduits:

- Two 4 inch conduits, 200 feet in length are proposed to be directional bored from a new manhole in DuSable Park to the existing electrical building under Lake Shore Drive adjacent to the Chicago River Bridge House.
- Two 5 inch conduits from the new electrical manhole in DuSable Park to the previously installed 5 inch conduits in DuSable Park.
- Two 5 inch conduits 50 feet in length from the previously installed conduits just south of Illinois street to a new manhole on the south side of Illinois street and then from this new manhole to the existing Commonwealth Edison Manhole in Illinois Street.

2. Cabling: Install cabling from existing commonwealth Edison Manhole in Illinois Street to connect to existing electrical panel in the located in the existing electrical building adjacent to the Chicago River Bridge House.
3. Manholes: Install two manholes in accordance with Commonwealth Edison standards.
4. Restoration: Restore all disturbed areas within public right-of-way to the requirements of the Chicago Department of Transportation.

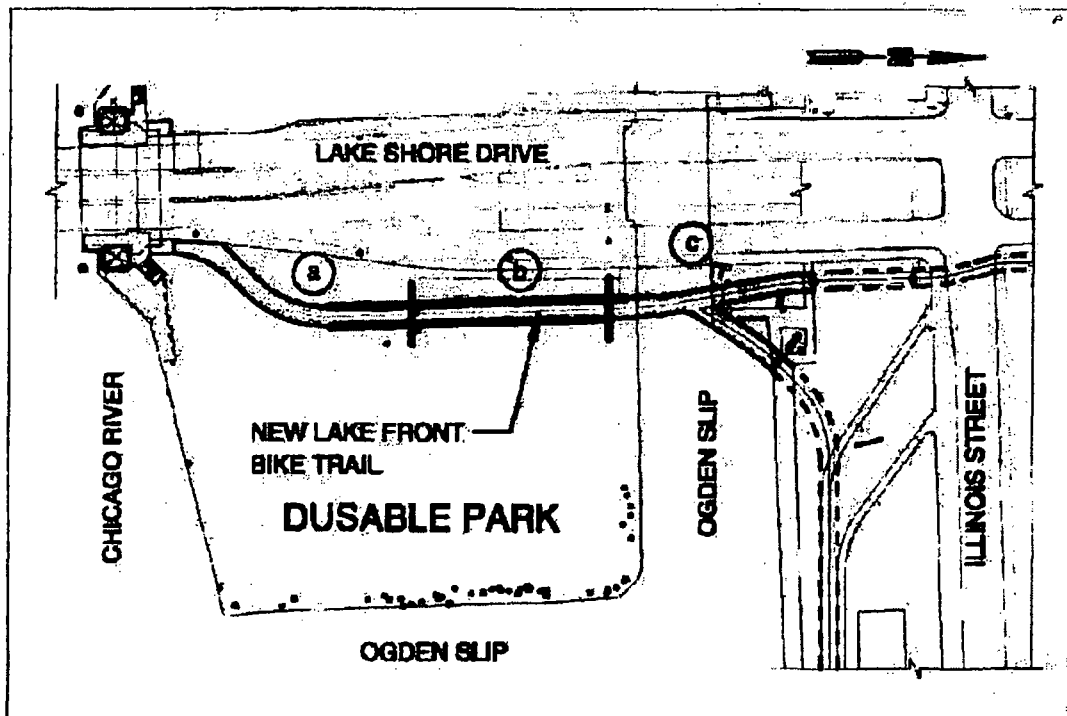


DUSABLE PENINSULA IMPROVEMENT PROGRAM

SECTION 5: ELEVATED LAKE FRONT TRAIL (DUSABLE CONNECTON)

The proposed 665 lineal feet of new Lake Front Trail through DuSable Park will connect the sidewalks on the north side of the Chicago River Bridge to the planned segment of the Lake Front Trail North of the Ogden Slip. The proposed Lake Front Trail cross section is 18 feet wide consisting of two 5 foot wide bike lanes and two 3 foot wide pedestrian lanes. The geometry of the new bike lanes will meet the requirements of the Chicago Department of Transportation, the Chicago Park District and the American Association of State Highway and Transportation Officials ('AASHTO'). The improvement includes three segments though the park as follows:

- a. Elevated structure from the Chicago River Bridge extending to a point 250 linear feet north where it will connect to an at grade segment.
- b. At grade segment will extend 310 linear feet north to just south of the Ogden Slip and will be supported by retaining walls.
- c. Elevated structure from the at grade segment to the North side of the Ogden Slip which will consist of a 105 foot span over the Ogden slip north beyond the trail's Navy Pier junction to CDOT tendered extensions North and East that.

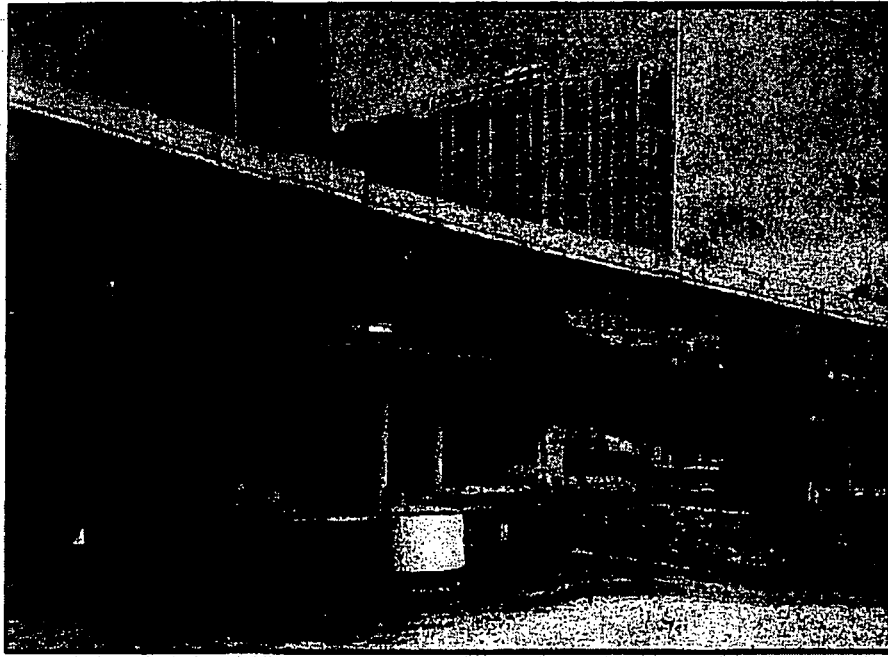


Plan View of Lake Front Trail through DuSable Park

DUSABLE PENINSULA IMPROVEMENT PROGRAM

SECTION 5: ELEVATED LAKE FRONT TRAIL *(Continued)*

The elevated trail structure is planned to be a steel structure with a concrete deck and single columns spaced at approximately 80 feet. The columns are supported further by 7 inch diameter micro piles with a concrete pile cap.



East elevation of the proposed new Lake Front Trail over the Ogden Slip

DUSABLE PENINSULA IMPROVEMENT PROGRAM

SECTION 6: TEMPORARY RIVERWALK

In accordance with Planned Development Number 368 (May 9, 2007), Article 11 sub-section J provides for the construction and maintenance of a temporary pedestrian connection along the slip, in the event that the DuSable Park development commences in advance of Parcel 19 development, which is unlikely to occur this year.

Article 11 defines the temporary improvements to consist of a paved asphalt (or better) pedestrian walkway (20' minimum width), with landside metal railings and temporary lighting underneath Lake Shore Drive. The asphalt paved pedestrian access along Ogden Slip under Lake Shore Drive is to be constructed concurrently with the other temporary improvements.

From: Origin ID: CHA (312) 516-2821
 Joe Hammering
 Shebourne Development Group
 111 S. Wacker Drive
 Suite 5001
 Chicago, IL 60606



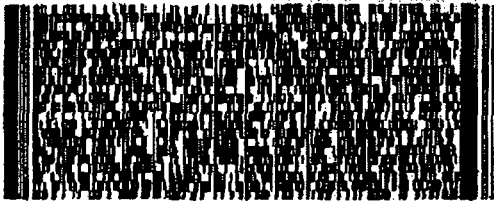
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Correspondence Management System

Control Number: AX-09-001-4269

Printing Date: October 16, 2009 01:34:18



Citizen Information

Citizen/Originator: Mitchell, Timothy J.

Organization: Chicago Park District
Address: 541 North Fairbanks, Chicago, IL 60611

Johnston, Sadhu

Organization: City of Chicago
Address: 30 North LaSalle Street, Chicago, IL 60602-2575

Constituent: N/A

Committee: N/A

Sub-Committee: N/A

Control Information

Control Number: AX-09-001-4269 **Alternate Number:** 7969 621 9760
Status: Pending **Closed Date:** N/A
Due Date: Oct 30, 2009 **# of Extensions:** 0
Letter Date: Sep 21, 2009 **Received Date:** Sep 23, 2009
Addressee: AD-Administrator **Addressee Org:** EPA
Contact Type: LTR (Letter) **Priority Code:** Normal
Signature: DX-Direct Reply **Signature Date:** N/A
File Code: 404-141-02-01 141b Controlled and Major Correspondence Record copy of controlled and major correspondence of the offices of Division Directors and other personnel
Subject: Solicit support project in Chicago, the future DuSable Park located at the Chicago River and the City's Lakefront (program attached) . DuSable Park has been designated by EPA; Meeting discuss this when your schedule permits
Instructions: DX-Respond directly to this citizen's questions, statements, or concerns
Instruction Note: N/A
General Notes: N/A
CC: Daniel Gerasimowicz - OEX
Robert Goulding - AO-IO

Lead Information

Lead Author: N/A

Lead Assignments:

Assigner	Office	Assignee	Assigned Date	Due Date	Complete Date
Brenda Salvador	OEX	R5	Oct 16, 2009	Oct 30, 2009	N/A
Instruction: DX-Respond directly to this citizen's questions, statements, or concerns					
Gayvonne Gary	R5	KatrinaD Jones	Oct 16, 2009	Oct 30, 2009	N/A
Instruction: Prepare response for the signature of the Regional Administrator.					

Supporting Information

Supporting Author: N/A



Correspondence Management System

Control Number: AX-09-001-4269

Printing Date: October 16, 2009 01:34:18



Supporting Assignments:

Assigner	Office	Assignee	Assigned Date
Gayvonne Gary	R5	Patricia Lodge	Oct 16, 2009
Gayvonne Gary	R5	Ronna Beckmann	Oct 16, 2009
Gayvonne Gary	R5	Mary Canavan	Oct 16, 2009

History

Action By	Office	Action	Date
Brenda Salvador	OEX	Control Created	Oct 16, 2009
Brenda Salvador	OEX	Assign R5 as lead office	Oct 16, 2009
Gayvonne Gary	R5	Accepted the group assignment	Oct 16, 2009
Gayvonne Gary	R5	Assign KatrinaD Jones as lead	Oct 16, 2009
Gayvonne Gary	R5	Assign Patricia Lodge to support the control	Oct 16, 2009
Gayvonne Gary	R5	Assign Ronna Beckmann to support the control	Oct 16, 2009
Gayvonne Gary	R5	Assign Mary Canavan to support the control	Oct 16, 2009

Comments

Commentator	Comment	Date
No Record Found.		